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THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. IV., No. 6 July, 1961

MONTANA HIGHWAY PROGRAM HEADED FOR BANNER YEAR

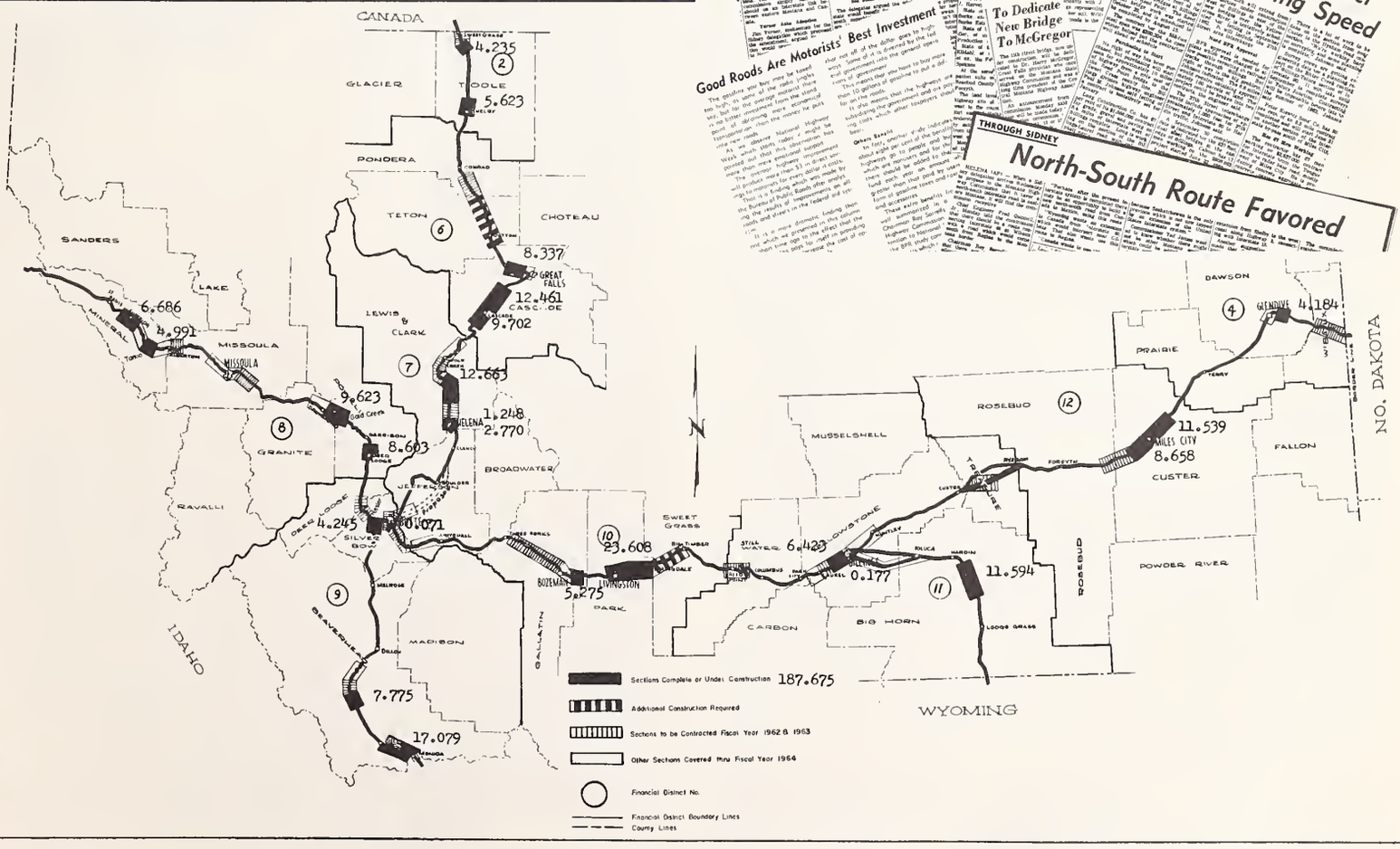
The below map indicates the program and progress schedule for Montana's Interstate Highway System as of June 21, 1961.

With the year only half gone, Montana's Highway System has benefitted by a total of over $26 million in contracts having been awarded to contract in the first six months of 1961. This is far ahead of any previous year at the half-way point, and it now seems that barring unforseen difficulties a new high in contract awards for new highways will be reached this year.

The previous high year was in 1958, when a total of $37¼ million in contracts was reached,

(Continued on page 2)

BIGGEST IN HISTORY
New Records Set At Highway Letting
Million in Road
jects Awarded
Highway Given Green Light
Rocky Canyon Road Low Bid Is Opened
For Over $4 Million
State Road Awa Higher This Year
Largest Bid In History Of Montana
Highway Commission to Open Bids on 10 Jobs on June 14
Records Wiped Off Books
Highway Contracts Letting
COMMISSION VOTE
Canadian Interstate Link Wins Approval
Second Group Of Suits Filed For Highway Land
ENGINEER SAYS
Area Highway Project Work Gathering Speed
Good Roads Are Motorists' Best Investment
To Dedicate New Bridge To McGregor
THROUGH SIDNEY
North-South Route Favored



AWARD SHEET — Letting of June 14, 1961

PROJECT NO.	Amount of Bid	Bidder	Address
I 15-4(9) 194 U1 Helena Hill - Sieben Road Lewis & Clark County	$3,788,848.75	Earl L. McNutt & Frank Baulne	Eugene, Ore.
I 15-4(9) 194 U2 Helena Hill - Sieben Road Lewis & Clark County	$ 79,149.25	Tschache Bros.	Bozeman, Mont.
F 50 (9) Rogers Pass-Simms Road Lewis & Clark County (Guard Rail)	$ 22,841.88	S. Clair Boulet Constr. Co. Aluminum	Butte, Mont.
F 84(29)U2, F 144(5)U2 F 189(5)U2 & F 232(4)U2 West of Nashua Valley & Roosevelt Counties	$ 59,620.60	Peter Kiewit Sons' Co.	Billings, Mont.
F 180(4) & U 277(5) 2nd Ave. & 10th Ave. S. Great Falls Roads Cascade County	$ 238,875.32	Montana Sand & Gravel	Great Falls, Mont.
S 50(4) Hysham - East & South Road Treasure County	$ 218,704.73	Albert Lalonde Co.	Sidney, Mont.
S 66 (2) Unit 1 Emigrant Bridge Approach Park County	$ 27,478.32	Bud King Constr. & McLaughlin Inc.	Livingston, Mont.
S 179 (4) Harlem - Hogeland Road Blaine County	$ 120,348.25	Allen Stuber	Glasgow, Mont.
SMP 0599-61 Crusher Set-ups Big Horn, Carbon and Yellowstone Counties	$ 83,600.00	Empire Sand & Gravel Co., Inc.	Billings, Mont.
SMP 3399-61 Crusher Set-ups Golden Valley, Musselshell & Yellowstone Counties	$ 61,470.00	Schultz & Lindsay Constr.	Fargo, N. Dak.

All projects awarded to low bidder except F 180(4) and U 277(5) which were awarded subject to BPR concurrance and SMP 0599-61 which was awarded to the second low bidder in accordance with House Bill 363, Chapter 183 of the Session Laws of the 1961 Legislative Assembly which allows a 2% preference for State bidders on State work.

F 50 (9) awarded prices of aluminum guard rail.

AWARD SHEET — Letting of June 28, 1961

PROJECT NO.	Amount of Bid	Bidder	Address
I 15-4(10) 182 and F 214(4) Lewis & Clark Co. Line-North Section Lewis & Clark County	$ 61,237.71	Highway Steel Contracting Co.	Portland, Ore.
F 68(11) Anaconda - East Road Deer Lodge County	$ 24,022.18	Electrical Products Corp. of Ore.	Portland, Ore.
I 90-1(15) 43 Superior - East & West Section Mineral County (Signing)	$ 21,306,97	Tschache Bros.	Bozeman, Mont.
I 90-3(10) 180 Deer Lodge-North & South Sec. Powell County (Signing)	$ 27,357.04	Highway Steel Contracting Co.	Portland, Ore.
F 103(10) U1 and F 333(28) U1 Lewistown-Roy Road Grass Range-Malta Fergus County (Structures)	$ 688,619.99	Northwestern Engineering Co.	Rapid City, S.D.
F 156(10) U1 & F 156(11) U1 Olive-Miles City Road Custer County	$ 759,600.10	Gus M. Albert & G. E. Marshall	Miles City, Mont.
S 32(11) Glendive-Richey-North-West and Spur Richey Road Dawson County	$ 291,577.58	The Haggart Constr. Co.	Fargo, N. Dak.
S 73(4) U1 Reserve-North Dakota Line Road Sheridan County	$ 314,445.62	Schultz & Lindsay Constr.	Fargo, N. Dak.
S 121(3) Utica-Hobson Road Judith Basin County	$ 113,812.39	Francis Tindall	Lewistown, Mont.
S 136(2) Unit 1 Wyoming Line-Belfry Road Carbon County	$ 212,473.10	Long Construction Co.	Billings, Moot.
S 167(6) Carwell-Southeast Road Madison County	$ 341,016.40	Hilde Construction Co.	Great Falls, Mont.
S 187(8) U1 Armells Creek- Hays-Harlem Road Phillips County	$ 259,485.34	Francis Tindall	Lewistown, Moot.
S 260(3) U1 Lodge Grass-St. Xavier Road Big Horn County	$ 211,507.28	Albert Lalonde Co.	Sidney, Mont.
S.M.P. 3199-61 Crushing & Stockpiling Mineral & Missoula Counties	$ 79,335.00	Mountain Construction Inc.	Missoula, Mont.

BANNER YEAR (Continued from page 1)

followed by 1959 with a slightly more than $20 million, and 1960 with just over $30 million.

An ambitious program of work is yet to come in the next six months, and as it appears now, each month for the balance of 1961 will have several sizeable contracts.

Two months ago, we predicted that we would hit the 200 mile point in the construction of the Interstate System, and as of July 1, 187.675 miles are complete or are under construction.

PERSONAL RESPONSIBILITY

EVERYBODY tells us that part of our job is to keep you fellows from getting hurt. The front office says so. We get it at safety meetings. The saying "The Safety Coordinator is the Key Man in Safety" is almost as time honored as "Safety First."

It's all true and we accept the responsibility. We try to live up to it fully, but there is another side to it, too.

Each of you is responsible for his own safety. I can tell you, and show you, and warn you, but you must be the doer. You fellows are on the firing line. That's where the accidents happen—that is, unless you play it safe all the time, every day, in every way. If you do, there won't be any accidents for they just won't happen.

Every accident is caused, usually, by the way fellows on the firing line handle themselves. It's the things they do that they shouldn't, and the things they don't do, but should.

This isn't just out of our head, it's from the accident records. If you went over a hundred accident reports one by one, or a thousand or ten thousand, you'd find the same thing. At least nine out of ten could have been prevented by the person who got hurt.

The Department does all it can to find the hazards and root them out. It goes to great lengths to make tools and equipment safe and to keep them that way. It tries to include every possible bit of safety in all its processes and operations.

We have to explain every accident and, on top of that, we have to come up with some practical action to prevent another like it.

We're not complaining. That's the way it should be. If we are to have a clean slate on accidents, we must do our full part—but so must you fellows.

It's up to each of you to use every bit of safety know-how we can give you. But since we don't know it all, and can't watch everything all the time, it's up to you to keep safety in mind all the time in everything you do.

It's easy to keep from getting hurt—but it's easy, too, to get hurt. In some situations it's easy to lose a finger or a hand or even get killed. The wrong way to handle a hammer can mean a smashed finger or thumb. Cutting toward yourself can mean a sliced hand, and that goes for carving the Sunday roast, too.

If the fellow who fell off a ladder and broke his leg had figured what it would cost him in money and suffering, he'd have played it safe.

Let's think it out. He'd be off a month if he was lucky, two months or more if he wasn't. His

(Continued on page 3)

Highway construction not only takes miles of paper work, but innumerable telephone calls. We are very fortunate in knowing that when we pick up the phone to place a call, that the operator at the Capitol PBX Board will be courteous, prompt, and thorough. A Centerline crew visited the girls during the past month, and were shown the complete operation of the PBX Board, as well as being served coffee and having a very pleasant visit. Our cameraman, Chet Dreher, recorded the visit. Shown here beside the switchboard are: left to right, Kathryn Smith, George Sime, Jean Kennedy, Swede Lindgren, Agnes Polich, Martha Travis, and Jean Durham.

RESPONSIBILITY (Continued from page 2)

compensation would come to perhaps as much as a third of his wages. That's the same as throwing $200 or $300, or maybe more, down the sewer.

And he reaps a lot of hurting, really bad hurting, the kind that makes one squirm and grit his teeth until the doctor gives him the needle. Then come days of dull hurting and discontent. It's no fun, either to wear a cast or to hobble around on crutches.

Even a smashed thumb can be very painful for a day or two. It's the kind of throbbing ache that ruins sleep. Each of you fellows might think your injury would be different. Chances are against it. They're all the same. You wouldn't like any kind. Every injury costs money, suffering, discomfort and inconvenience.

There's no profit in accidents. Figure what an injury could mean to you and play it safe. Meet your full responsibility—TO YOURSELF AND YOUR FAMILY.

The Safety Department

DON'T PICK UP HITCHHIKERS

The following is reprinted through the courtesy of *Utah Highways and Byways* and we think it is a good bit of advice.

DON'T PICK UP HITCHHIKERS

Don't pick up hitchhikers, says the F.B.I. After a ten-year study and campaign against the practice, the Bureau says:

Hitchhiking is the logical form of travel for criminals. You may lose your car, your wallet, and your life if you obey a kindly impulse and pick up a stranger along the road.

Don't pick up hitchhikers just because they are in military uniform. They may be masquerading; they may be A.W.O.L. or deserters; they may be psycopaths or criminally inclined. There is always a certain percentage of such types in the Armed Forces, particularly among first enlistment men.

Don't pick up a hitchhiker because he looks clean and is well dressed. Criminals look like other

(Continued on page 5)

THE DICIPLINARY PROCESS

Training-in-Service Department

(This is the third of a series of article on "Discipline.")

The Supervisor's Responsibility in Discipline

The supervisor should assure himself that he has made reasonable and timely efforts to correct the employees' weaknesses in conduct before proposing adverse action based on minor offenses or recurring infractions. He should carefully consider and endeavor to solve the problem by counselling, training, admonishing or reprimanding where necessary.

It is also to be emphasized that good rules and carefully devised corrective penalties will not insure a satisfactory disciplinary program if supervision is inadequately prepared to administer the program intelligently, fairly, and firmly. The supervisor sets the pattern for his subordinates' behavior. In general, his subordinates will reflect his conduct and attitude. If the supervisor makes it a habit to show up late, he is careless with his language or personal appearance, he is in a weak position to discipline for insubordination based on the use of profanity and personal appearance. *The supervisor's basic responsibility regarding discipline is to place himself in the subordinate's position.*

The Supervisor and Personalities

The supervisor who seeks popularity with his subordinates by half-hearted disciplinary tactics will merely earn their disrespect. It is questionable that he has the basic inherent qualities necessary for a supervisory position. A supervisor can be both firm and popular, provided he is fair, dignified, and sympathetic. The other extreme, overemphasis on discipline, tends to create fear, resentment and lack of security among the employees, which are reflected by low work production, shoddy work, poor morale and high personnel turnover. At best, disciplining is scarcely a pleasant task.

The supervisor who believes he must take a punitive attitude toward the employee is putting himself and the employee at a disadvantage. If, instead, he is patient and pleasant in his approach to the employee's breach of discipline, he will be in a more favorable position to uncover the basis of the difficulty and to make a positive contribution to the department's overall welfare by possibly discovering basic maladjustments and at the same time rendering the employee a constructive service.

Therefore, the supervisor's self-discipline should be emphasized over employee discipline.

What Is a Fair and Impartial Investigation?

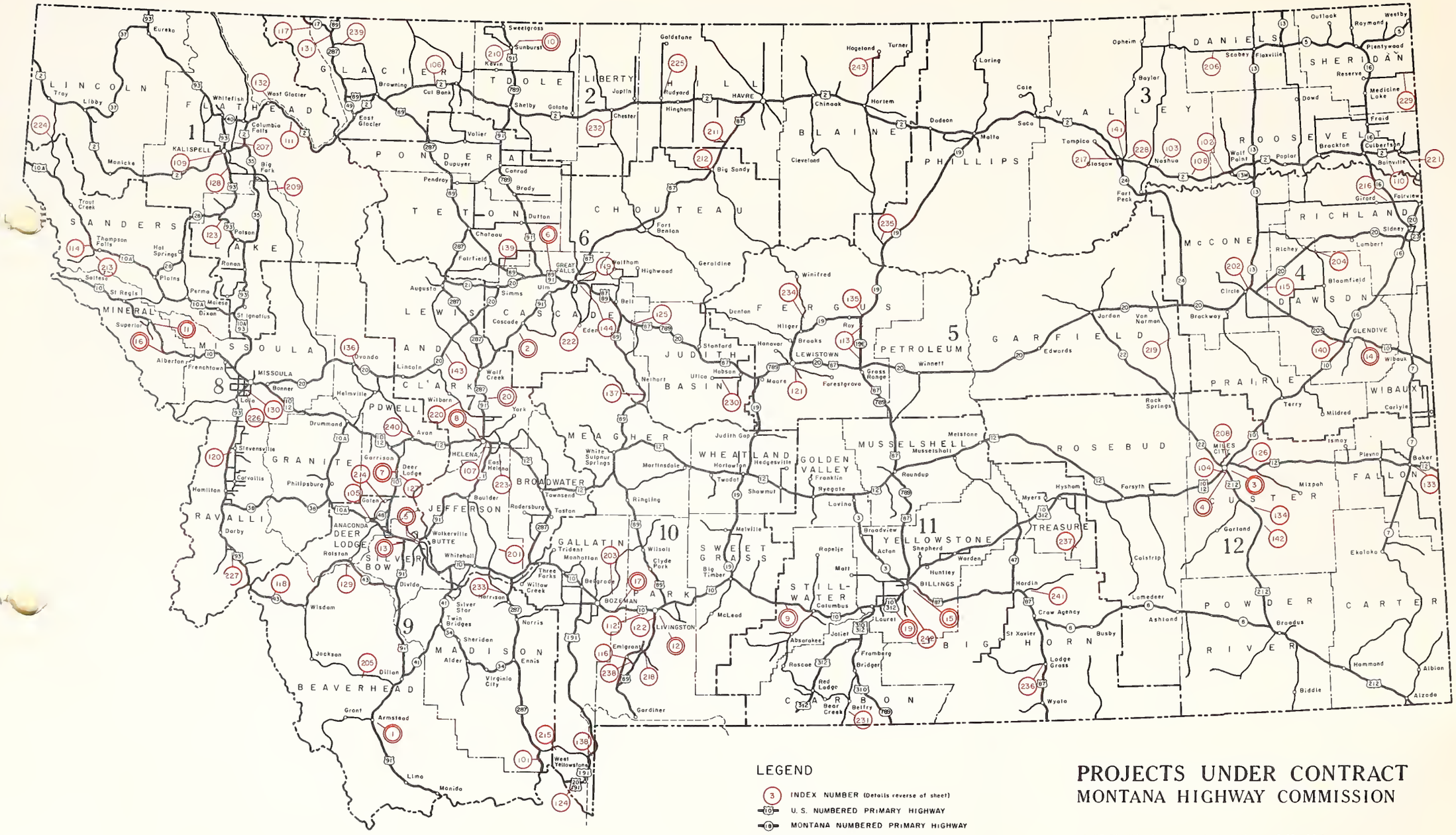
It has already been emphasized that the supervisor, and no one else, is responsible for the initial approach in taking disciplinary action. The supervisor is required to exercise authority over his subordinates. Any weakening of this authority impairs his effectiveness. Standardized departmental policy should be the basis on which the supervisor makes a determination of the offense, and its appropriate penalty.

A suggested summary of the fundamentals of a sound investigatory procedure for disciplinary infractions of a serious nature are as follows:

1. Alert the employee that an apparent breach of discipline has occurred. This establishes the basis for an investigation. No action should be taken until the investigation is completed. Any discussion with the employee should be held privately.
2. Notify the division or department head, the nature of the situation and the steps which are being taken, without commenting on the probable or improbable guilt of the employee.
3. Allow the employee to remain on the job and continue in a normal manner until your investigation is completed, except where the seriousness or nature of the offense would jeopardize department morale, property or safety.
4. Carry out the fact-finding process without prejudgment. This process should be conducted objectively and fairly even though you, as a supervisor, may have to control your opinions and emotions. The actual facts of the situation should be sifted from opinions, personalities and suspicion.
5. Document or write down all pertinent information and arrange such data in logical order, properly classified as to facts, opinion, hearsay, rumor, etc. Every effort should be made to get at the truth whether it is favorable or unfavorable to management.
6. Dismiss, with full apology, all charges if the investigation reveals that the employee is not at fault or that there is not sufficient extenuating evidence. The matter should then be dropped.
7. If the investigation reveals that disciplinary action is warranted, determination of the appropriate penalty should be based, as near as possible, to other like cases with due regard for circumstances which may partially exonerate the employee.
8. The decision made and any action taken should be promptly reported, thru channels, to the personnel department.

The handling of difficult personnel situations on a fair and impartial basis is the badge and criterion of a good supervisor.

Map Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
	FEDERAL AID INTERSTATE P		
1	I 15-1 (11) 37 U 1	6-30-62	7.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat surfacing. (U. S. 91 - South to North of Armstead).
	I 15-1 (11) 37 U 2	6-30-62	Four prestressed concrete beam structures, One 143 foot - Red Rock River, One 107 foot - County Road Separation, One 153 foot - Horse Prairie Interchange, One 173 foot - Beaverhead River (U. S. 91 - South to North of Armstead).
	I 15-1 (11) 37 U 3	10-31-61	7.8 miles fencing and cattle guards (U. S. 91 - South to North of Armstead).
2	I 15-5 (13) 239 U 1	6-30-62	9.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Same construction on frontage road . (U. S. 91 - South to North of Cascade).
	I 15-5 (13) 239 U 2	10-31-61	Four prestressed concrete beam structures. One 133 foot - Tintinger Interchange, One 82 foot - Frontage Road Separation. One 136 foot - South Cascade Interchange, One 123 foot - North Cascade Interchange . (U. S. 91 - South to North of Cascade).
	I 15-5 (13) 239 U 3	6-30-62	9.7 miles fencing . (U. S. 91 - South to North of Cascade).
3	I 94-4 (6) 136 U 1	9-15-62	11.6 miles grading, dreinage, aggregate surfacing, Portland Cement paving, plant mix bituminous and seal coat oiling. Three 20 foot and two 10 foot concrete slab junior grade separations. One 168 foot prestressed concrete beam structures - Baker Road Interchange U. S. 12 (U. S. 10 - Miles City East).
	I 94-4 (6) 136 U 2	10-16-62	11.6 miles fencing . (U. S. 10 - Miles City East).
4	I 94-4 (3) 134	7-31-61	One 268 foot steel girder overpass - Miles City West Interchange. One 290 foot riveted plate girder bridge - Tongue River, Two prestressed concrete beam overpasses. One 153 foot County Road, and one 158 foot - U. S. 212 (U. S. 10 - Miles City West).
	I 94-4 (5) 127 U 1	9-15-61	8.5 miles (0.8 miles four lane divided) greding, dreinage, surfacing, Portland Cement paving, plant mix bituminous and seel coat oiling. One 214 foot prestressed concrete beam overpase - Radar Base interchange. Three concrete slab junior grade separations . (U. S. 10 - Miles City West).
	I 94-4 (5) 127 U 2	7-15-61	8.5 miles fencing (U. S. 10 - Miles City West).
5	I 15-2 (7) 127	8-15-61	Dual 168 foot steel girder overpassee - Montana Street Interchange (U. S. 91 - In Butte).
6	I 15-5 (9) 275 U 1	9-15-61	8.3 miles four lane divided, greding, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - West of Great Falls).
	I 15-5 (9) 275 U 3	9-15-61	8.3 miles fencing (U. S. 91 - West of Great Falls).
7	I 90-3 (8) 180 U 1	9-15-61	8.6 miles (1.0 mile four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - North and South of Deer Lodge).
	I 90-3 (8) 180 U 2	8-31-61	Six prestressed concrete beam bridges. One 123 foot - North Deer Lodge Interchange, One 118 foot - Milwaukee Avenue, One 168 foot - County Road, Dual 153 foot - Clark Fork, One 256 foot - Underpass South Deer Lodge interchange, and two 20 foot concrete slab junior grade separations - County Roads (U. S. 10 - North and South of Deer Lodge).
	I 90-3 (8) 180 U 3	9-15-61	8.6 miles fencing (U. S. 10 - North and South of Deer Lodge).
	I 90-3 (10) 180	12-15-61	8.6 miles signing and delineation (U. S. 10 - North an South of Deer Lodge).
8	I-IG-ING 15-4 (4) 184 U 1	7-15-61	1607 foot total length dual steel and concrete overpasses - C.M. &P and NP Rr., Boulder Avenue (U. S. 91 - Helena).
	I-IG-ING 15-4 (4) 182 U 2	9-15-61	2.8 miles four lane divided, grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Dual 260 foot steel girder bridges - Underpass - Colonial Club interchange (U. S. 91 - Helene - South).
	I-IG-ING 15-4 (4) 182 U 3	7-15-61	2.8 miles fencing and cattle guards (U. S. 91 - Helena - South).
	I 15-4 (10) 182	12-15-61	2.8 miles signing and delineation (U. S. 91 - Helena - South).
	I-IG-ING 15-4 (4) 182 U 4	6-30-62	1.3 miles four lane divided, greding, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling (U. S. 91 - In Helena).
	I 15-4 (5) 185 U 1	6-30-62	One 243 foot steel and concrete bridge - Underpass - Cedar Street interchange. One 215 foot prestressed concrete beam bridge - Underpase - York Road Separation (U. S. 91 - in Helena).
	I-IG-ING 15-4 (4) 182 U 5		
	I 15-4 (5) 185 U 2	6-30-62	1.3 miles fencing and cattle guards (U. S. 91 - in Helena).
9	I 90-8 (7) 394	8-15-61	One 558 foot - Riveted Plate Girder Bridge - Yellowstone River (U. S. 10 - West of Columbus).
10	I-IC 15-8 (6) 379 U 1	7-30-61	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 313 foot steel girder bridge - GN Ry. One 168 foot prestressed concrete beam - Sunburst interchange - Overpasses (U. S. 91 - Sunburst North).
	I-IG 15-8 (6) 379 U 2	7-15-61	4.2 miles fencing and cattle guards (U. S. 91 - Sunburst North).
	I 15-8 (10) 379	7-30-61	4.2 miles signing and delineation (U. S. 91 - Sunburst North).
11	I 90-1 (6) 43 U 1	8-15-61	6.7 miles (1.2 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One concrete sleb junior grade separation (U. S. 10 - North and South of Superior).
	I 90-1 (6) 43 U 3	8-15-61	6.7 miles fencing and cattle guards (U. S. 10 - North and South of Superior).
	I 90-1 (15) 43	10-30-61	6.7 miles signing and delineation (U. S. 10 - North and South of Superior).
12	I 90-7 (4) 330	9-30-61	730 foot - Dual Structures - Riveted Plate Girder Bridges - Yellowstone River (U. S. 10 - South of Livingston).
	I-IG 90-7 (9) 327 U 4	8-31-61	4.3 miles grading and sub-ballasting only of Northern Pacific Railway line (U. S. 89 - South of Livingston).
	I-IC 90-7 (9) 327 U 1	6-15-62	11.8 miles (11.0 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Construction of irrigation and water supply facilities (U. S. 10 - West and East of Livingston).
	I-IG 90-7 (9) 327 U 2	8-15-61	Ten prestressed concrete beam structures. Dual 113 foot overpassee - West interchange, Dual 251 foot overpassee - South Interchange, Dual Junior Grade Separation - Farm Road, Dual 128 foot overpasses, Swingly interchange, One 279 foot underpass - East interchange, One 210 foot Underpase - Mission Interchange (U. S. 10 - west and East of Livingston).
	I-IG 90-7 (9) 327 U 3	8-15-61	11.8 miles fencing and cattle guards (U. S. 10 - West and East of Livingston).
13	I-ING 15-2 (8) 118	7-15-61	4.2 miles (2.5 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling, three prestreseed concrete bridges, One 210 foot Victor interchange, One 599 foot and one 614 foot S.A.&P. RY., CMST P&P HY, and Clark Fork (U. S. 91 - west of Butte).
	I 15-2 (10) 118	7-15-61	4.2 miles signing and delineation (U. S. 91 - West of Butte).
14	I 94-6 (2) 216	8-1-61	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - East of Glendive).
15	I 90-8 (10) 451	11-30-61	930 and 945 foot (dual) steel riveted plate girder bridges - Yellowstone River (U. S. 10 - East of Billings).
16	I 90-1 (7) 60 U 1	7-15-61	5.0 miles signing and delineation (U. S. 10 - Southeast of Superior).
17	I-IC 90-6 (2) 309 U 1	9-15-62	5.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Four prestreseed concrete beam structuree. Dual 113 foot overpassee - Bear Creek interchange. Dual 128 foot overpassee - Trail Creek interchange. Dual 335 foot steel and concrete overpasses - N.P. RY. (U. S. 10 - East of Bozeman).
	I-IG 90-6 (2) 309 U 2	9-15-62	5.3 miles fencing (U. S. 10 - East of Bozeman).
19	I 90-8 (8) 438 U 1	8-1-61	6.4 miles four lane, greding, drainage, surfacing, plant mix bituminous and seal coat oiling. Same construction on frontage roads. Two 153 foot prestressed concrete beam overpasses - Beet Dump Separation (U. S. 10 - West of Billings).
	I 90-8 (8) 438 U 2	10-1-61	6.4 miles fencing (U. S. 10 - West of Billings).
20	I 15-4 (9) 194 U 1	9-15-62	12.7 miles (7.7 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Dual 118 foot prestressed concrete beam overpassee - Gates of the Mountain Interchange (U. S. 91 - North of Helena).
	I 15-4 (9) 194 U 2	9-15-62	12.7 miles fencing and cattle guards (U. S. 91 - North of Helena).
	FEDERAL AID PRIMARY PROJECTS		
101	FHP 60-A	1961	8.9 miles greding, drainage, surfacing and bituminous surface treatment. One 260 foot prestreseed concrete girder bridge - Madison River (Montana 287 - South of Ennis).
	ROW FHP 60-A	8-1-61	8.9 miles fencing (Montana 287 - South of Ennis).
102	F 84 (29)	8-15-61	9.3 miles plant mix bituminous and seal coat oiling (U. S. 2 - Wolf Point West).
	F 232 (4)	8-15-61	8.0 miles plant mix bituminous and seal coat oiling (U. S. 2 - Wolf Point West).
	F 84 (29) U 2	9-1-61	9.3 miles seal and cover oiling (U. S. 2 - Wolf Point West).
	F 232 (4) U 2	9-1-61	8.0 miles seal and cover oiling (U. S. 2 - Wolf Point West).
103	F 144 (5)	8-15-61	2.0 miles plant mix bituminous and seal coat oiling (U. S. 2 - In Nashua).
	F 189 (5)	8-15-61	8.2 miles plant mix bituminous and seal coat oiling (U. S. 2 - Nashua - East).
	F 144 (5) U 2	9-1-61	2.0 miles seal and cover oiling (U. S. 2 - In Nashua).
	F 189 (5) U 2	9-1-61	8.2 miles seal and cover oiling (U. S. 2 - Nashua - East).
104	F 135 (17)	9-15-61	0.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - Miles City West).
105	F 68 (9)	7-31-61	6.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 A - Anaconda East).
	F 68 (11)	12-15-61	6.0 miles signing and delineation (U. S. 10 A - Anaconda East).
106	F 220 (7)	7-30-61	0.5 miles grading, drainage, surfacing, road mix bituminous and seal coat oiling (U. S. 2 - West of Cut Bank).
107	F 214 (3) U 1	9-15-61	1.0 miles grading, dreinage, surfacing, plant mix bituminous and seal coat oiling (U. S. 91 - Helena).
	F 214 (4)	12-15-61	0.7 miles signing and delineation (U. S. 91 - Helena).
	U 249 (14) U 1 & U-UG 376 (3) U 1	7-31-62	0.5 miles four lane divided, grading, aggregate surfacing and Portland Cement concrete paving. One 206 foot prestressed concrete beam overpass - U.M. RY. (U. S. 10 Bypass - in Helena).
108	F 189 (4) U 1 & F 232 (3) U 1	8-15-61	8.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - West of Wolf Point).
109	F 58 (23), U 257 (14) U 1, & F 270 (7) U 1	8-15-61	2.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 & 93 - In Kalispell).
110	F 84 (27)	8-15-61	8.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - East of Culbertson).
	F 84 (28)	8-15-61	5.5 miles plant mix bituminous and seal coat oiling (U. S. 2 - West of Culbertson East).
	F-FG 273 (11)	8-15-61	0.8 miles plant mix bituminous and seal coat oiling (Montana 16 - Culbertson South).
111	FHP 13-F6	1961	2.1 miles grading, drainage, and surfacing (U. S. 2 - East of West Glacier).
112	F 185 (6) U 1	6-15-62	0.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - West of Livingston).
	F 185 (6) U 3	8-15-61	0.3 miles fencing (U. S. 10 - West of Livingston).
113	F 333 (29(U 1	8-18-61	11.8 miles cement base stebilizing, plant mix bituminous and seal coat oiling (Montana 19 E - North of Grass Range).
	F 26 (6) U 1 & F 333 (27) U 1	9-15-61	11.2 miles grading, cement stebilized base, drainage, surfacing, plant mix bituminous and seal cest oiling (Montana 19 E - Grass Range North).
	F 333 (27) U 2	7-30-61	Four prestressed concrete beam bridges. One 92 foot McDonald Creek, One 82 foot Chippews Creek, One 92 foot Ford's Creek, One 82 foot Little Box Elder Creek (Montana 19 E - Grass Range - North).
114	FHP 6 D 5	1961	2.3 miles grading, drainage, surfacing, and road mix bituminous oiling (U. S. 10 A relocation - West of Thompson Falls).
115	F 391 (13)	7-15-61	9.1 miles surfacing, plant mix bituminous and seal cest oiling (Montana 20 - East of Circle).
116	F 217 (12) U 1	9-30-61	21.3 miles surfacing, plant mix bituminous and seal coat oiling (U. S. 89 - South to North of Emigrant).
	F 217 (13) U 1	9-30-61	2.7 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 89 - South of Emigrant).
117	NP 444 & 14A	1961	10.9 miles grading, drainage, surfacing, and bituminous surface treatment (Montana 17 - Northwest of East Glacier).
118	FHP 20-B	1961	9.4 miles grading, drainage, and four 60 foot concrete slab bridges. Three over Trail Creek and one over Ruby Creek (Montana 43 - West of Wisdom).
119	U-F-FG 395 (4)	11-30-61	One 1126 foot steel riveted plate girder bridge - GN RY and Missouri River (U. S. 87 - Bypass - Great Falls North).
120	F 259 (9)	9-30-61	14.5 miles raising of verious grades, plant mix bituminous and seal coat oiling (U. S. 93 - North and South Stevensville Junction).
121	U 102 (7) U 1	7-15-61	0.3 miles grading, aggregate surfacing, plant mix bituminous and seal coat oiling (Montana 19 - In Lewistown).
122	F 13 (6)	8-31-61	4.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 89 - South of Livingston).
123	F 191 (20) U 1	9-1-61	7.3 miles (2.5 miles grading and drainage) aggregate surfacing, plant mix bituminous and seal coat oiling (U. S. 93 - North of Polson).
124	FHP 46-A4	1961	8.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 60 foot reinforced girder bridge - South Fork Madison River (U. S. 191 - west of West Yellowstone).
125	F 235 (27) U 1	10-31-61	5.1 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal cat oiling. Three 83 foot prestressed concreta beam bridges - Otter Creek (U. S. 87 - Southeast of Belt).
126	F 86 (20) U 1	9-15-62	0.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal cost oiling. (U. S. 12 - East of Miles City).
127	F 184 (14)	8-31-61	1.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - North and South of Deer Lodge).
128	F 191 (21)	9-15-61	7.2 mile widening roadway, aggregate surfacing, plant mix bituminous and seal cest oiling (U. S. 93 - Kalispell South).
129	F 43 (14) U 2	7-15-61	1.9 miles grading, drainage, surfacing, and bituminous surface treatment of approaches to bridges on F 43 (14) U 1. (Montana 43 - East and West of Ralston).
	F 43 (15) U 1	9-30-61	31.0 miles plant mix bituminous and seal coat oiling (Montana 43 - East and West of Ralston).
130	FAP 215 (3)	9-15-61	Traffic controls on Brooks Street, Middlesex Street, and North Avenue Intersection (U. S. 93 - in Missoula).
131	F 208 (3)	7-15-61	0.9 miles grading, drainage, surfacing, road mix bituminous and seal coat oiling. One 122 foot prestressed concrete beam bridge - Kennedy Creek (U. S. 89 - North of Browning).
132	F 260 (9)	8-1-61	20,175 foot steel guard rail (U. S. 2 - West Glacier East).
133	F 86 (19)	9-1-61	1.1 miles grading, drainage, cement stebilized base, plant mix bituminous and seal coat oiling (U. S. 12 - In Baker).
134	F 156 (11) U 2	11-30-61	One 138 foot prestressed concrete beam bridge - Pumpkin Creek (U. S. 212 - South of Miles City).
135	F 103 (10) U 1 & F 333 (28)U1	7-15-62	11.5 miles grading, cement stabilized base surfacing, drainage, plant mix bituminous and seal cost oiling. Widen 57 & 75 foot treated timber bridges to 96 foot - Box Elder Creek (Montana 19 - Roy Northeast).
136	F 237 (16) & F 267 (11)	9-15-61	29.8 miles (intermittent raising of grading) surfacing, plant mix bituminous and seal coat oiling (Montana 20 - West and East of Ovando).
137	FHP 32-A9	1961	5.0 miles greding, drainage, surfacing, and bituminous surface treatment (U. S. 89 - South of Neihart).
138	FHP 42-H2	1962	2.2 miles grading, drainage, aggregate surfacing and bituminous surfacs treatment . Widening of 105 foot Reinforced Concrete Girder Bridge - Greyling Creek (U. S. 191 - North of West Yellowstone).
139	F 65 (8) U 2	9-30-61	One 60 foot prestressed concrete beam bridge - Greenfields South Canal (U. S. 89 - Southeast of Fairfield).
140	F 216 (9) U 1	6-30-62	9.2 miles grading, dreinage, aggregate surfacing, plant mix bituminous and seal coat oiling (Montana 20 S - West of Glendive).
141	F 144 (6)	7-30-62	4.7 miles (2.3 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 38 foot treated timber bridge - Goudgs Coulee (U. S. 2 - Glasgow East).
142	F 156 (10) U 1 & F 156 (11) U 1	8-15-62	13.2 miles grading,drainage, surfacing, plant mix bituminous surfacing (U. S. 212 - Southeast of Miles City).
143	F 50 (9)	10-1-61	2.5 miles (10,062 feet) guard rail . (Montana 20 - Northeast of Lincoln).
144	F 180 (4) & U 277 (5)	9-15-61	3.2 miles minor grading, aggregate surfacing, plant mix bituminous and seal coat oiling (U. S. 87 & 89 - In Great Falls).
	FEDERAL AID SECONDARY PROJECTS		
201	S 9 (9)	8-15-61	8.5 miles surfacing, plant mix bituminous and seal cost oiling (Southeast of Boulder).
202	S 31 (5)	7-15-61	0.6 miles grading, drainage, surfacing, plant mix bituminous and seal cost oiling (in Circle).
203	S 370 (12)	7-30-61	5.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Northeast of Bozeman).
204	S 32 (11)	11-15-61	7.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Richey - Northwest & Southeast).
205	S 35 (10)	9-1-61	15.9 miles surfacing, plant mix bituminous and seal coat oiling (West of Dillon).
206	S 8 (10)	9-30-61	9.0 miles grading, drainage, surfacing, plantmix bituminous and seal cost oiling (West of Scobey).
207	S 7 (6) U 1	9-1-61	6.5 miles (1.9 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. East of Kalispell).
208	S 388 (1)	7-31-61	8.6 miles grading, drainage, surfacing, plant mix bituminous and seal cost oiling. One 198 foot prestreesed concrete beam bridge - Sunday Creek (North of Miles City).
209	S 65 (4)	9-1-61	4.9 miles grading, dreinage, surfacing, plant mix bituminous and seal coat oiling (Southeast of Big Fork).
210	S 366 (5)	7-30-61	0.5 miles surfacing, plant mix bituminous and seal coat oiling (in Sunburst).
211	S 242 (1)	8-15-61	4.4 miles grading, drainage, surfacing, plant mix bituminous and seal cost oiling. One 75 foot treated timber treatle - Big Sandy Creek (North of Big Sandy).
212	S 219 (4)	7-15-61	8.0 miles grading, drainage, surfacing, plant mix bituminous and seal cost oiling (Big Sandy - West).
213	S 221 (1)	8-30-61	5.0 miles grading, drainage, and surfacing (West of Thompson Falls).
214	S 304 (5)	8-1-61	6.7 miles grading, drainage, and surfacing (Galen West).
215	ERFO 40 (1)	1961	3.8 miles grading (Through Earthquake Slide - Southeast of Ennis).
216	S 361 (10)	9-30-61	5.5 miles grading, dreinage, surfacing, plantmix bituminous and seal coat oiling (East ofGirard).
217	S 257 (4)	7-15-61	3.6miles grading, dreinage, surfacing, plant mix bituminous and seal coat oiling (Glasgow - West).
218	S 273 (3) U 1	9-30-61	0.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Northeast of Emigrant).
219	S 258 (3)	10-17-61	0.7 miles grading, drainage, and aggregate surfacing (North of Rock Springs).
220	S 2 (7)	8-1-61	7.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Wilborn - Southeast),
221	S 180 (1)	7-31-61	7.6 miles grading, drainage, aggregate surfacing and One 100 foot treated timber trestle bridge - Little Muddy Creek (Bainville Southeast).
222	S 329 (4) U 1	9-30-61	10.3 miles drainage, aggregate surfacing, plantmix bituminous and seal cost oiling (Esen North).
223	S 330 (1) U 1	9-15-61	2.5 miles greding, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling (East Helena Southwest).
224	FAP S-2 (1)	1961	4.7 miles grading and drainage (South of Troy).
225	S 13 (5)	10-1-61	5.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling (Rudyard North).
226	S 218 (4)	9-15-61	1.4 miles aggregate surfacing, plant mix bituminous and seal coat oiling (39th Street - South of Missoula).
	S 218 (5)	9-15-61	Traffic Controls (Brooks & Russell Street Intersection - South ofMissoula).
	S-US 220 (2)	9-15-61	1.2 miles grading, dreinage, aggregate surfacing, plant mix bituminous and seal cost oiling (Higgins Avenue Extension - South of Missoula).
	S 298 (2)	9-15-61	Traffic Controls (Brooks Street & Second Avenue intersection - South of Missoula).
227	S 328 (1)	11-15-61	1.2 miles greding, drainage, aggregate surfacing, road mix bituminous and seal coat oiling. Two prestressed concrete beam bridges, One 173 foot - West Fork Bitterroot River, One 198 foot - East Fork Bitterroot River (South of Darby).
228	S 368 (13)	7-30-62	0.6 mile grading, drainage, aggregate surfacing, plant mix bituminous and seal cost oiling (Junction U.S. 2 - East of Glasgow North).
	S 368 (14)	7-30-62	1.4 miles aggregate surfacing, plant mix bituminous and seal cost oiling. (Junction U. S. 2 - East of Glasgow North).
229	S 73 (4)	8-1-62	8.4 miles grading, dreinge, surfacing, plant mix bituminous and seal cost oiling (East of Reserve).
230	S 121 (3)	7-15-62	5.3 miles greding, drainage and aggregate surfacing (Utica East).
231	S 136 (2) U 1	11-1-61	10.5 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Belfry South).
232	S 303 (4)	7-25-61	5.3 miles grading, drainage, surfacing, plant mix bituminous and seal cost oiling (Chester South).
233	S 167 (6)	7-15-62	5.0 miles grading, drainage, surfacing and bituminous surface treatment (Northwest of Harrison).
234	S 68 (4)	7-31-61	10.5 miles plant mix bituminous and seal coat oiling (Hilger North).
235	S 187 (8) U 1	10-15-61	10.6 miles minor grading, drainage, aggregate surfacing, plantmix bituminous and seal coat oiling (From Junction Montana 19 Northwest).
236	S 260 (3) U 1	10-15-61	11.4 miles aggregate surfacing and plant mix bituminous oiling (Lodge Grose - West).
237	S 50 (4)	6-30-62	8.0 miles grading, drainage and aggregate surfacing (South of Ryeham).
238	S 66 (2) U 1	10-1-61	1.2 miles aggregate surfacing, plant mix bituminous and seal cest oiling (Emigrant - Southeast).
239	S 266 (1)	8-1-61	9.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Northwest of Browning).
240	S 291 (4)	7-15-61	6.3 miles grading, drainage, surfacing, plant mix bituminous and seal cost oiling (Avon Northweseterly).
241	S 322 (5) U 2	7-15-61	5.1 miles grading, drainage, surfacing, plant mix bituminous and seal cost oiling (Hardin Northeasterly).
242	S 132 (3)	7-15-61	8.2 miles surfacing, plant mix bituminous and seal coat oiling (Billings South).
243	S 179 (4)	6-30-62	6.3 miles grading, drainage and aggregate surfacing (Hogeland West)



LEGEND

- (3) INDEX NUMBER (Details reverse of sheet)
- (10) U. S. NUMBERED PRIMARY HIGHWAY
- (18) MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT
MONTANA HIGHWAY COMMISSION

JUNE 30, 1961 (Includes contracts let June 14 & 28, 1961)

What Is the Correct Penalty?

Any disciplary action should be appropriate to the offense. In all cases, the principle of "equal penalties for equal offenses" should apply.

This decision should be based on a careful evaluation of the nature of the offense or offenses as revealed by the evidence. It must consider how the action will affect the individual as an employee and the organization.

The penalty imposed shall be fair, equitable and no more severe than is required to correct the employee or the situation in order to maintain discipline and morale. *Errors may be made but be sure they are honest ones.*

Penalties

Greater or lesser penalties than those indicated by the organization could be imposed giving consideration to the particular circumstances involved.

Penalties may range from an admonishment to a reprimand, reprimand to suspension and suspension to removal. It is suggested that there be a minimum and maximum penalty for each offense. (First, second and third.)

Demotion should be used only in exceptional or unusual circumstances even though a lesser penalty action may not be sufficiently effective. Ordinarily demotion will leave the employee disgruntled and uncooperative.

The resignation of an employee, when faced with a disciplinary action, should be accepted regardless of the stage reached in the disciplinary procedure, unless the diciplinary action has been completed. *You, the supervisor, are the Judge, Jury and Executioner in regard to discipline.*

HITCHHIKERS (Continued from page 3)

people. One criminal's modus operandi was to catch rides, con drivers into telling him all about themselves, then later go to the driver's home and pretend to his wife he was a friend. He committed some 200 rape-robberies before he was apprehended.

Don't pick up hitchhikers because you have someone in the car with you and feel secure. Even outnumbered three or four to one, the advantage is all with the armed criminal, because he has suprise and a weapon on his side. A single hitchhiker has killed entire families.

Don't pick up hitchhikers!

SERVICE PINS PRESENTED

40 employees with a total of 430 years of service received the distinctive service pin of the Department during the past month. Samuel Kinsey of Helena, and Elbridge D. Weston, Jr. of Great Falls received 30 year pins; Darrel F. Gudmundson of Billings and Elton M. Strunk of Lewistown received 25 year pins, while Iven C. Herron of Missoula and Emory Reuterdahl of Helena were presented pins for 20 years of service. Seven received 15 year pins; 8 received 10 year pins and 19 were presented 5 year pins.

NEWS FROM THE DIVISIONS

For the first time since the modern "Centerline" has been published, we are including news submitted to us by our correpondents in the Divisions. This will be a regular feature from now on.

Division 120 - Kalispell

One of the sacrifices in the interest of economy in past years has been the lack of guard rail installation. It is hard to determine where it should be installed because many factors enter into the study of where guard rails are needed, unfortunately some of which cannot be determined until the section is actually used. Such was the case on U. S. 2 on the south side of Glacier Park. Douglas M. Bishop, our correspondent from Kalispell tells us about a project that will prove to be a human conservation factor along that highway.

Installation of 20,175 feet of Steel Beam Guard Rail on the section from West Glacier East in Flathead County is nearing completion as Roy T. Armstrong & Sons of Miles City find the going rather tough in sections that are cut out of solid rock. The use of dynamite is a common sight along this section of road where portions of the roadway may drop from one to two hundred feet off the shoulder of the road. The project is listed as F 260 (9) and is one of the more dangerous sections of

road that parallel the Middle Fork of the Flathead River and the Great Northern Railroad. The section shown in the above photograph is the east end of the project and just to the left is where the roadway falls away for a drop of some one hundred and twenty feet. The contract was awarded to the Armstrong firm on the 19th of

April for $45,394 to be completed in 100 calendar days. Work began on May 4, 1961 and at the present time is 75% complete with 50% of the contract time consumed. William J. Hebert is Resident Engineer for the State and Herb Hegg is the State's Inspector.

Division 110

Motorists traveling Montana 20 will be glad to hear that work soon will be completed on the Powell County section of that highway. When this section was originally graded, it was gravelled, and additional surfacing was to be put on at a later date, but the traffic was so heavy, and the road so popular, that maintenance funds were used to surface it with a road oil mix. Some folks, not knowing the facts about the Lincoln-Ovando section, thought that the road was not standing up, and severely criticized the Department for the heavy break-up each spring.

Our correspondent in Missoula, Howard Stockwell, submits the following interesting story and photos regarding the surfacing of this section.

Bonner-Rogers Pass Road in Powell County:

This contract, held by Stanley H. Arkwright, Inc. of Billings, involves 30 miles of surfacing extending across Powell County from east of the Clearwater Junction to six miles west of Lincoln. This project is unique in that it is one of the first construction projects in the State that specifies a soil

Soil Stabilization Process: Showing the SS-1 Emulsified Asphalt being pumped to Seaman mixer which applies the asphalt to a berm of ¾" aggregate, followed by the patrol which completes processing.

stabilization course on the contract. This involves applying SS-1 Grade Emulsified Asphalt (at the rate of 1.25 gal. per sq. yd.) to a berm of ¾" crushed top surfacing which when processed and compacted attains a depth of .15 foot, after which .25 foot of Plant Mix Bituminous Surfacing is layed in 2 courses. This additional .15 foot of oil

Completed "laydown" of .15 foot depth of top course, stabilized with SS-1 emulsified as asphalt, roadway ready for Plant Mix Bituminous surfacing.

mat will aid in supporting the sub-base throughout this project which traverses marshy, unstable areas susceptible to frost boils and general breakup caused by freezing and thawing action. It has also proven very beneficial to the traveling public, working as a dust palative in place of the normal method of watering the cushion course ahead of plant mix bituminous operations.

Left to right: Dwight R. Lohn, Soils Engineer; Gilbert Dopp, Project Engineer; John Vejtasa, Superintedent; Stanley H. Arkwright, Contractor.

Bozeman Division

A daughter, Julie Sue, was born June 9, 1961 to Rodman Jay Randall and his wife. Jay works out of the Bozeman Division on Project S 370 (12), Bozeman-Wilsall. B. T. Randall, Wolf Point Division Engineer, is the proud paternal grandfather.

Martin Kolence, Rodman on I IG 90-7 (9) 327 U 2, Livingston-South, has taken leave to visit an ailing sister who lives in Omaha, Nebraska.

Something new is being tried in historic old Virginia City according to Sectionman Jack Gor-

man. Parallel parking and a [illegible] MPH speed limit are now in effect on Wallace Street (Mont. No. 34).

Barbara J. Anderson, Clerk-Typist in the Bozeman Division office, will be married June 24 to Delbert D. McGuire also of Bozeman. Seventeen Highway wives gave Barbara a kitchen shower June 17th. Wilsall Sectionman Joel J. Case's wife, Florence, drove the greatest distance to attend. Best wishes to these newlyweds.

Division 401 - Glendive

Here is a poem written by the steno, Betty Paluck, in our District 4 Right of Way Office which we thought everyone might enjoy.

With all the forms we have to fill in
We're bound to lose track of a few of them
But instead of throwing a conniption fit
We go to Hel 'ena hunt for it!

District No. 4 Right of Way Office has made some changes in their personnel roster. Bryce C. Putnam (Putt), Right of Way Agent, was transferred to the Missoula District as a Right of Way Appraiser. Bryce (Putt) is married and father of three children. Wife's name is Betty. Although it was our loss we are sure he will be Missoula's gain. A replacement for the gentleman above mentioned is a young single gentleman, James R. Hein, who comes into our Right of Way Office from the Lewistown Division where he was a rodman on a survey crew for about six years and voluntarily transferred into our right of way department on June 1 of this year. We hope that Mr. Hein will like his new position and remain on our right of way staff.

Our Maintenance Department has also had a change in their personnel roster. Mr. Henry S. Newell, who has been a sectionman at Savage, Montana for about 20 years, has now taken the position of night watchman, a vacancy left open by retirement of John Berres. Mr. Newell is single and lives with his mother. He is planning to stay in our Glendive area as he has moved his house, lock, stock and barrel, to Glendive from the Savage area and placed it on a new foundation in West Glendive. Mr. Leonard Johnson, a skilled operator on our maintenance crews, has taken over the sectionman's position at Savage. Leonard is married and has three children. His wife's name is Lenora. Leonard's move has put him into his old stomping grounds as he is formerly from that neck of the woods.

A Glendive TV announcer stated that a person in Glendive told him that the time it rained 40 days and 40 nights Glendive only received one-half inch. We are enclosing a photograph showing the Glendive area does receive rain. This is the view of our yard w[illegible]e about 2 to 4 ft. of water drained into the yard and found no way out, but made its way into the basement of the shop and office building. All the equipment was rapidly moved to dry ground, but not before a few pieces had received a good bath.

Division 520 - Miles City

Don McRae, our correspondent from Miles City has supplied us with a photo story of the Kiewit Son's Company slip form paver in operation. Work has been progressing very well with the paver, and the concrete roadway unwinds behind the paver at the rate of 7 to 8 feet per minute.

From left to right: M. L. Lahn, Div. Engr., State Highway Comm.; Ray R. Garland, Proj. Engr., State Highway Comm.; A. K. Neeley Area Engr., Bureau of Public Roads; Paul M. Johnson, Dist. Engr., State Highway Comm.

Rear view of Rex Slip Form Paver with pavement still supported by "slip" forms.

View of the paver in operation taken from the Radar Base Interchange structure

Rear view of paving operation taken from Radar Base Interchange structure. Note unformed edges, also burlap drag at end of slip forms for final finish

The Center Line
STATE HIGHWAY DEPARTMENT
Helena, Montana

4

Bulk Rate
U. S. Postage
PAID
Helena, Mont.
Permit No. 35